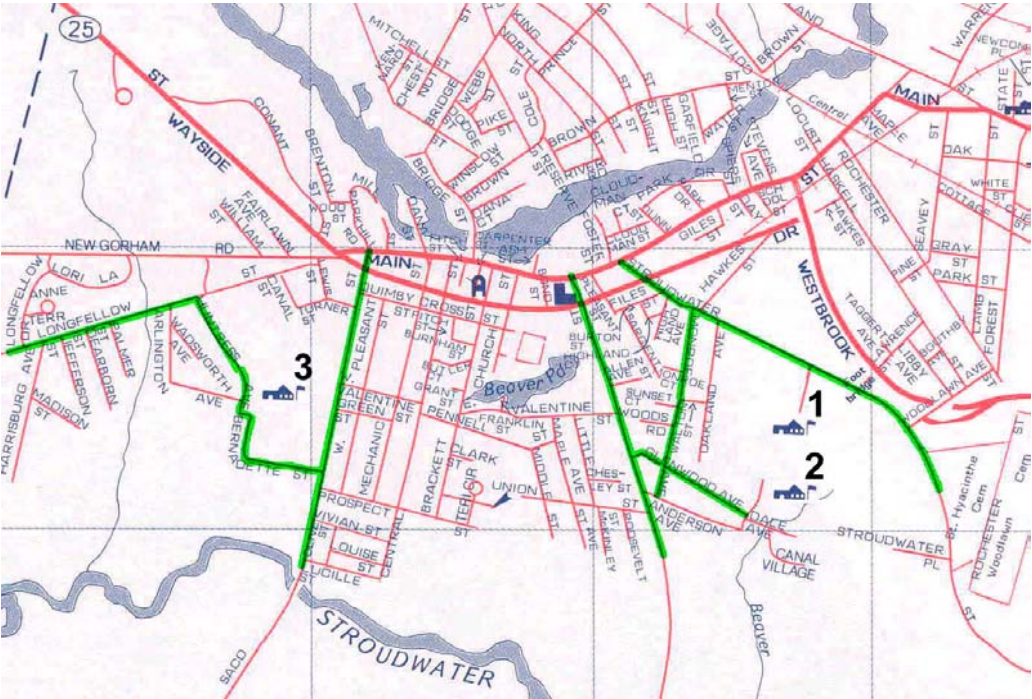


**Westbrook**

Westbrook is a city of 16,000 people on the Presumpscot River about six miles west of the Atlantic Ocean and immediately west of the City of Portland. It is characterized by fairly compact residential development near the city center and by suburban patterns of development along outlying parts of the community. The school district is comprised of two K-2 schools, two 3-5 schools, a middle school housing grades 6 through 8 and a comprehensive high school offering college preparatory, business and vocational programs.

**The South Side Schools:**

Three schools are south of the Presumpscot River and are located on the map to the right. While two of the three schools are located in residential neighborhoods with little traffic, all three schools are bisected by major commuter routes between the western suburbs and Portland. Three of these streets are designated in green (Saco, Spring, and Stroudwater Streets



**Westbrook South Side School Location (Key)**

- 1 Westbrook High
- 2 Canal School
- 3 Saccarappa School

The school bus policy of the City of Westbrook generally will not provide bus service to students if they live within the following distances:

Grades	Distance
K-2	1/10 mile
3-5	3/10 mile
6-8	8/10 mile
9-12	1.5 miles

On the map to the left, important school access routes are highlighted in green. Access issues and survey results for each of the Westbrook schools are provided on the following pages. This includes a map and description of schools on the north side of the city.



**Bicycle parking at Westbrook High**



**Car parking at Westbrook High**

**Westbrook High School**



**Crosswalk on Stroudwater Street at the high school**

**Description:**

Westbrook High School, the only High School in the city, is located at 125 Stroudwater Street southeast of downtown. About 1,000 students are enrolled in grades 9 – 12. Primary pedestrian and bicycle access to the high school is via Stroudwater Street. Secondary access is via a path from Glenwood Avenue. Pedestrian access is also provided by one of the few pedestrian overpasses in Maine, which connects the residential neighborhoods in the southeast part of the city over the Westbrook Arterial to the high school.

**Survey Results:**

Over 350 completed Safe Ways to School surveys were received from Westbrook High School in fall 2001, representing a 37 percent response. Nearly all of the surveys were completed by the students themselves.

**Student Proximity (home-school) Westbrook High School**

Within 1 mile	Within 3 miles	Within 5 miles	> 5 miles
33%	72%	89%	10%

**Total Student Regular Mode of Access to Westbrook High School<sup>1</sup>**

Walk	Bicycle	School Bus	Private Auto	Carpool
13%	1%	16%	56%	7%

**Stroudwater Street (looking northwest)**



A 5-foot 10-inch wide sidewalk is provided on the southwest side of the street (school side) separated from the edge of road by a 9-foot wide grass median. Stroudwater Street has two 12-foot wide travel lanes and 8-foot wide paved shoulders.

**Stroudwater Street (looking southeast)**

<sup>1</sup> Results for those who stated they travel by each mode five days per week. Totals add to 93 percent. The remaining 7 percent travel to school via different modes during each week.





**Walking toward the high school from downtown on Stroudwater Street at Hawkes Street.**



**Westbrook plans to construct a new sidewalk on the west (left) side of Stroudwater Street. This will link a new residential development on Laffin Drive to the high school.**



**-Pedestrian overpass over Westbrook Arterial (photos: Penny Esposito)**

Nearly two-thirds of Westbrook HS students travel to and from school by private auto.

**Safe Ways to School Research Project**  
Westbrook Schools

3- 4

The most common reasons students cited for not bicycling or walking to school are:

- Too far to walk
- Cold weather
- Too much to carry
- Can sleep later

Canal School



School exit roadway (5 foot wide sidewalk on right side)

Description:

The Canal School is located at 102 Glenwood Avenue south of downtown. About 275 students are enrolled in grades 3 – 5.

The school is located on cul-de-sac streets in a quiet, residential neighborhood. Primary access to the school is via Spring Street and Glenwood Avenue. Secondary access is via Stroudwater Street, Monroe Avenue and Glenwood Avenue.

Survey Results:

About 130 completed Safe Ways to School surveys were received from Canal School in fall 2001, representing a 46 percent response. Nearly all of the surveys were completed by parents.

Student Proximity (home-school) Canal School

Within 1 mile	Within 3 miles	Within 5 miles	> 5 miles
37%	90%	97%	2%

Total Student Regular Mode of Access to Canal School<sup>2</sup>

Walk	Bicycle	School Bus	Private Auto	Carpool
3%	1%	65%	12%	1%

Nearly two thirds of Canal School students travel to and from school on a school bus. While only 3 percent of students walk to school every weekday, another 11 percent walk to school 1 to 4 days per week.

<sup>2</sup> Results for those who stated they travel by each mode five days per week. Totals add to 82 percent. The remaining 18 percent travel to school via different modes during each week.



Buses are directed to the right and private vehicles to the left for pickup and drop off of students. Crosswalks are well marked and signed.



School entrance roadway (6 foot wide sidewalk on left side)



**Spring Street looking north at Glenwood Avenue. A crossing guard is stationed at this intersection during school commute times.**



**Spring Street looking south at Glenwood Avenue**

Fifty-eight (58) percent of respondents (parents) are concerned about traffic safety along the routes to the Canal School. Seventy-six (76) percent of parents do not allow their children to bicycle or walk to the Canal School.

The most common reasons cited for students not bicycling or walking to school are:

- Traffic too heavy
- Too far to walk
- Cold weather
- Child too young

Specific traffic safety problem areas mentioned by respondents were Stroudwater, Spring and Main streets.

Spring Street is a busy commuter route and a route to the popular Maine Mall. The street has two travel lanes and 6 foot wide shoulders. The sidewalk is located on the west side of the street and is about 6 feet wide.

From Spring Street, students walk on sidewalks on Glenwood Avenue all the way to the Canal School. From Stroudwater, students can also use existing sidewalks on Monroe and Glenwood avenues to reach school. The neighborhood streets between Spring and Stroudwater Streets have relatively good conditions for bicycling as well. The City of Westbrook has taken steps to reduce commuter cut-through traffic on Monroe and Glenwood Avenues. Vehicles traveling north on Stroudwater toward Main Street are not allowed to turn left onto Monroe Avenue. Also, the City installed an additional stop sign on Monroe Avenue within the neighborhood.



**A five foot wide sidewalk is provided along Glenwood Avenue (above).**



**The travel way on Monroe Avenue was reduced from 30 to 26 feet to provide sidewalks on each side of the street.**



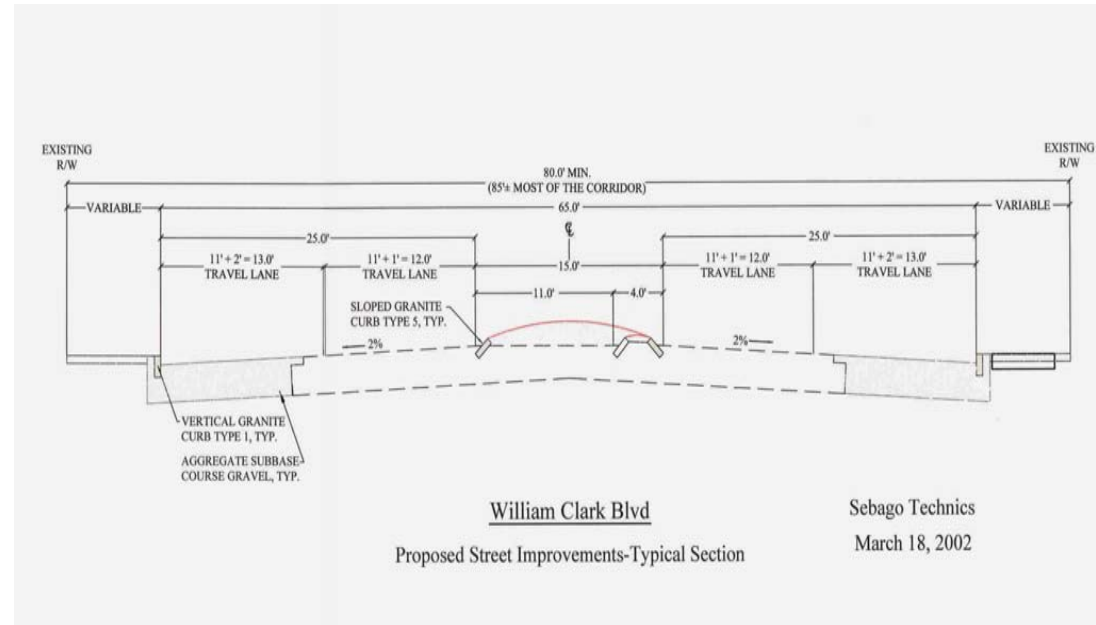
## Wayside Drive



## Wayside Drive at Stroudwater Street



## Luminescent green warning sign



The City of Westbrook is reconstructing Wayside Drive and renaming the street: William Clark Boulevard. The proposed redesign includes a 65 foot-wide cross section with 4 to 5 travel lanes. Between intersections, four travel lanes would be provided and a 15 foot-wide median. At intersections an additional turn lane would be provided, and the median would be reduced to 4 feet wide. The outside travel lanes would be 13 feet wide.

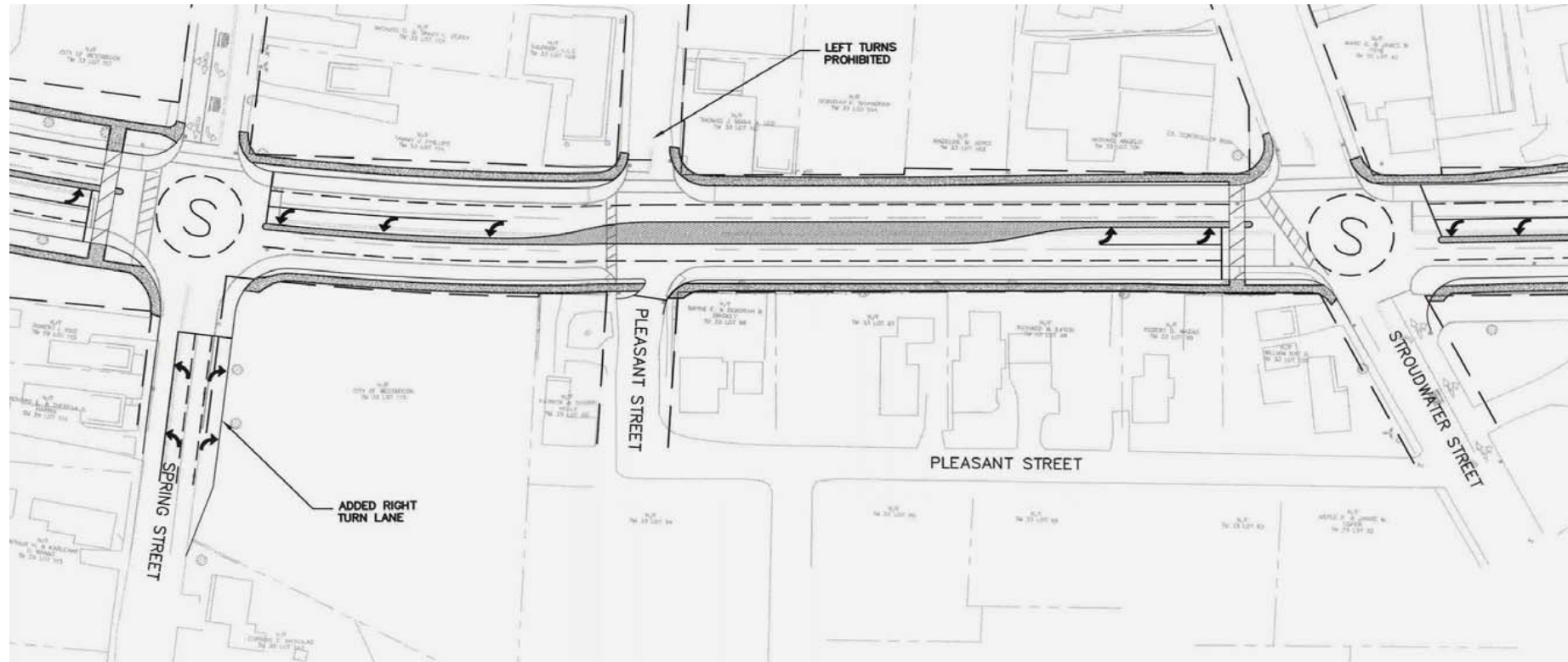
As described on the following page the roadway project will result in longer crossing distances for students traveling to the high school on Stroudwater Street. However, the traffic signals will have an exclusive pedestrian phase to prevent conflicts between turning vehicles and crossing pedestrians.



## Wayside Drive at Spring Street



Wayside Drive between Stroudwater and Spring streets (existing roadway is 42 feet wide)



The redesign of Wayside Drive to William Clark Boulevard will increase the paved area of the street by nearly 50 percent at both the Spring Street and Stroudwater Street intersections, primarily to provide exclusive left turn lanes on William Clark Boulevard. The widening will result in longer crossing distances for pedestrians. Students cross at Stroudwater to access the high school.

You can cross Wayside at either Stroudwater or Spring Street to reach the Canal School. Existing crosswalks at both intersections will also be moved about 25 feet to the west. Benefits to pedestrians include the introduction of an exclusive pedestrian phase at each intersection, eliminating conflicts between crossing pedestrians and turning motor vehicles. Wheelchair ramps will be added at both intersections.

**Challenges:** Busy arterials without paved shoulders or bike lanes provide a challenge to bicycle commuting. Pedestrian access is difficult from the south as well as the crossing of William Clarke Blvd. **Recommendations:** Extend sidewalk along Stroudwater St. to the south. Provide reliable pedestrian crossing and signal at Stroudwater St. and William Clarke Blvd.

**Challenges:** Safe walking and bicycling to school is challenged by the difficult crossings of Spring St., Saco St. and Stroudwater St.

**Recommendations:** Crossing guard at Spring St. and Glenwood Ave.; access to southeast neighborhoods by a crossing at Stroudwater St. and a path through the high school fields.



**Saccarappa School**



**Description:**

The Saccarappa School is located at 110 Huntress Avenue southwest of downtown. About 240 students are enrolled in grades K – 2. Primary access to the school is via Saco Street (a major connector route) and Bernadette Street (a residential street). Secondary access is via Longfellow Street and Huntress Avenue. The school is located in a quiet residential neighborhood.

**Survey:**

Approximately 175 completed Safe Ways to School surveys were received from Saccarappa School in fall 2001, representing a 73 percent response. Nearly all of the surveys were completed by parents.

**Student Proximity (home-school) Saccarappa School**

Within 1 mile	Within 3 miles	Within 5 miles	> 5 miles
44%	86%	96%	4%

**Total Student Regular Mode of Access to Saccarappa School<sup>3</sup>**

Walk	Bicycle	School Bus	Private Auto	Carpool
0%	0%	89%	6%	0%

Nearly 90 percent of Saccarappa School students travel to and from school on a school bus five days per week. No one walks or bikes to school on a regular basis. This is because 99 percent of parents do not allow their children to walk or bicycle to the Saccarappa School.

<sup>3</sup> Results for those who stated they travel by each mode five days per week. Totals add to 95 percent. The remaining 5 percent travel to school via different modes during each week.



**Huntress Street in front of main school entrance**



**Bernadette Street**

The most common reasons for this are:

- child too young
- too far to walk
- traffic too heavy
- insufficient crossing guards

The walking radius for this school is set at one-tenth of a mile. The intersection of Saco Street and Bernadette is outside this radius; therefore, no crossing guard is stationed here during school commute times.

**Challenges:** The young age of students and lack of a crossing guard at Saco Street provide a challenge for bicycle/pedestrian access.

**Recommendations:** Walking school bus programs need to be developed to promote walking and bicycling to the school.

**The North Side Schools:**

**Westcott Middle School**



**Congin School**



**Description:**

Westcott Middle School and Congin School are located at 426 and 410 Bridge Street respectively. Westcott Middle School has about 700 students in Grades 6 – 8, and Congin School has about 375 students in Grades 3 – 5. The schools are located near the intersection of Bridge St. and Cumberland St., which are both collector streets with moderate to high traffic volumes. There is some fairly high-density residential development to the south of the schools.

Survey response rates were 56 percent for Congin School and 36 percent for the Westcott Middle School. Only about one third of students attending these schools live within three miles of the schools as shown below:

**Student Proximity (home-school) Westcott and Congin Schools**

	Within 1 mile	Within 3 miles	Within 5 miles	> 5 miles
<b>Westcott</b>	27%	70%	92%	8%
<b>Congin</b>	38%	74%	93%	7%

**Total Student Regular Mode of Access to Westcott and Congin Schools<sup>4</sup>**

	Walk	Bicycle	School Bus	Private Auto	Carpool
<b>Westcott</b>	9%	1%	65%	13%	0%
<b>Congin</b>	5%	1%	73%	11%	0%

<sup>4</sup> Results for those who stated they travel by each mode all five days per week. Totals add to < 100 percent. Balance percentages travel to school via different modes during each week.



**Bridge Street**

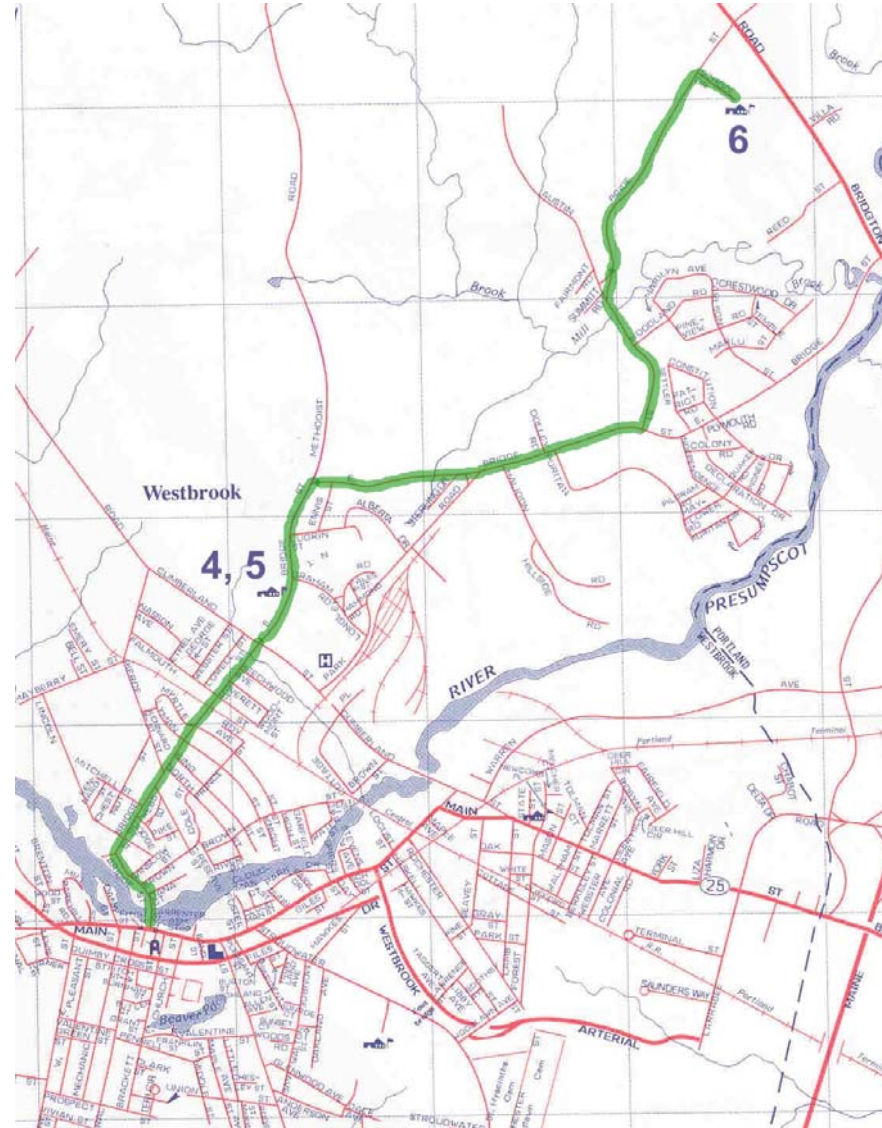


**Entrance to Westcott and Congin schools.**





Bridge Street looking north at  
Cumberland Street.



**North Side School Location (key)**

- 4. Westcott Middle School
- 5. Congin School
- 6. Prides Corner School

Important school access routes are highlighted in green.

Both schools feature relatively high walk/bike rates and high private auto use rates. Major reasons cited for not biking and walking to school by percent of respondents were:

	Reason	Congin	Westcott
The percentage of people who said that it is too far to walk to the Westcott and Congin schools roughly corresponds to the percentage that live more than three miles away.	Too far to walk	60	62
	Too much to carry	27	59
	Traffic too heavy	50	50
	Streets unsafe for biking	40	29
	Sidewalks not adequate	39	31

Half of survey respondents said that traffic was heavy on the routes to school and about a third said that sidewalks are not adequate. Sidewalks are provided on Bridge Street and crosswalks are provides at the intersections with Cumberland and the school driveway.

Nearly 60 percent of respondents at Westcott Middle School said they do not bike or walk to school because they have too much to carry. This is twice the response rate of the Congin School.

**Challenges** - Despite older students and a fair number of students living within one mile, there is not much walking to school because of the volume of traffic and lack of sidewalks on Bridge St. and Cumberland St.

**Recommendations:** Well-maintained consistent sidewalks on Bridge St. and Cumberland St. Crossing guard at Bridge St./Cumberland St. intersection.

**Prides Corner School**



A bicycle/pedestrian path was built connecting the school to US 302; however, very few people use it. Children who live along US 302 are driven to school because they are so young.

**Description:**

Prides Corner School is located at 375 Pride Street off US 302 north of the Presumpscott River. About 315 are enrolled in Grades K – 2. Prides Corner School is in a more newly developed section of Westbrook characterized by a suburban residential pattern with roads with no shoulders and longer walking distances

Primary pedestrian and bicycle access to the school is via School Drive and Pride Street. A secondary access for bicycles and pedestrians is a paved path off US 302.

**Survey:**

148 completed Safe Ways to School surveys were received from Prides Corner School in fall 2001, representing a 47 percent response. Nearly all of the surveys were completed by parents.

**Student Proximity (home-school) Prides Corner School**

Within 1 mile	Within 3 miles	Within 5 miles	> 5 miles
21%	64%	88%	12%

**Total Student Regular Mode of Access to Prides Corner School<sup>5</sup>**

Walk	Bicycle	School Bus	Private Auto	Carpool
0%	0%	84%	4%	0%

<sup>5</sup> Results for those who stated they travel by each mode five days per week. Totals add to 88 percent. The remaining 12 percent travel to school via different modes during each week.



A sidewalk could be constructed along School Drive and still provide standard width travel lanes.



However, there are no sidewalks on Pride Street.



Nearly all Prides Corner School students travel to and from school on a school bus. Some students are driven to school in automobiles. One student walks to school 3 days a week. No other students were reported as walking or bicycling to school.

The most common reasons cited for students not bicycling or walking to school are:

- child too young
- too far to walk
- traffic too heavy
- sidewalks not adequate

Specific traffic safety problems mentioned by respondents were the lack of sidewalks on Austin, Bridge and Pride Streets, and Route 302.

**Challenges:**

The distances involved combined with the young age of students make this a challenging school to provide walking access.

**Recommendations:**

Construct consistent sidewalks on Pride St. and develop walking school bus programs.

**Conclusion:**

Westbrook has an aggressive policy to accommodate the needs of pedestrians in roadway projects. The City has an extensive sidewalk network connecting most residences in the dense portions of the city to neighborhood schools. Examples of good walking networks are found to Canal School from the neighborhood between Stroudwater and Spring streets. The Canal School also has a well designed pick up and drop off area, bus loading/unloading area and good sidewalk connections to the neighborhood.

Sidewalks are also provided along Bridge Street serving the north side schools: Westcott Middle School and Congin Elementary. Pride's Corner School is located on the north side far from the town center in a low density residential area. Very few students live near the school and sidewalks are not provided on Pride Street or on School Drive. However, this is a K-2 school and most parents are not comfortable letting children this young walk to school. Students who live nearby on Route 302 could walk together under the supervision of an adult and use the direct path to the school from Route 302. This is often called a "walking school bus."

Encouragement programs such as walk to school days and safety education programs aimed at motorists would be appropriate in Westbrook.